













St. Marys River

International Bridge: This section was established in 1895. The actual measurements were made from the downstream side of the International Railroad Bridge, spanning the St. Marys Rapids. The section consisted of spans 3 through 10 of the bridge.

Spry Dock: This section was established in 1896 and was located below the St. Marys Rapids. The section stretched from Spry's Dock on the U.S. shore (now the site of the Edison Sault Electric powerhouse) to a dock on the Canadian shore.

Brewery: This section was established in 1905, about 2,000 feet below the location of the Spry Dock Section. It replaced the Spry Dock Section due to ice conditions and powerhouse development.

Bingham Avenue: This section was established in 1909, on the eastern edge of the Bingham Avenue bridge over the Edison Sault Electric Company power canal. The bridge was about 4,500 feet above the powerhouse.

Float: This section was established in 1909 to measure the flow through the U.S. Government power house. It was located on a straight stretch of the plant's headrace, near its lower end.

Bridge: This section was established in 1909 as a rough check of the amount of leakage through the banks of the power canal. It measured the flow through spans 1 and 2 of the International Railroad Bridge.

Lake Superior Corporation: This section was established in 1909 on the Canadian Company's power canal, about 1,300 feet above the powerhouse.

Compensating Works: This section was established in 1927. The metering was done by suspending meters with a system of wooden outriggers, cables and a trolley to carry the meter. This apparatus was cantilevered out over the upstream side of the structure.

Edison Sault Tailrace: This section was established in 1935 as an alternative to the Float Section. It measured the flow in the U.S. Government power canal, about ¼ mile east (downstream) of the plant.

Canadian Power Canal: This section was established in 1935 in the headrace of the Canadian power canal.

Below Rapids: This section was established in 1867, located one mile below the St. Marys Falls (Rapids).

Little Rapids: This section was established in 1935 and was located 3 miles below Sault Ste. Marie, Michigan at the upper end of Little Rapids Cut. In connection with this section, it was necessary to measure four side flows. One was through a channel west of Little

Rapids Cut and the others were through three openings in a causeway, which connects the ferry dock with high ground on Sugar Island.

Garden River: This section was established in 1935 and was located on the Lake George Channel, approximately 2,500 feet below the mouth of the Garden River.

Brush Point: This section was established in 1965. It was located six miles upstream of the St. Marys Rapids, running from Brush Point on the U.S. mainland to Pt. Aux Pins on the Canadian side of the St. Marys River.

Frechette Point: This section was established in 1965. It was located approximately six miles below the St. Marys Rapids in the lower end of the Little Rapids Cut Channel. It ran from Frechette Point on the Michigan mainland to Sugar Island.

West Neebish Channel: This section was established in 1965 and was located in the lower end of the West Neebish Channel and ran from Neebish Island to the Michigan mainland.

Middle Neebish Channel: This section was established in 1965 and was located in the Middle Neebish Channel and ran from Neebish Island to Sugar Island. In 1979 it was relocated upstream to the vicinity of the Cell Dock permanent water level gauge structure.

U.S. Power Canal: This section was established in 1965, located on the U.S. Power canal. It ran from the Vidal Shoals rear range light on the north dike, about 1,250 feet about the U.S. Government power house, perpendicular across the lower headrace to the center dike. In 1975, a similarly named section was established, approximately 2,300 feet upstream of the U.S. Government powerhouse. This section extended from a point on the Northwest Pier across the power canal to a point on the North Dike.

Bamford Island: This section was established in 1969 across the St. Joseph Channel, near the St. Joseph ferry Crossing. It was on the northwest side of Bamford Island, under the bridge for Highway 548, fifteen feet from the upstream side of the bridge.

Ferry Channel: This section was established in 1969 across the St. Joseph Channel, near the St. Joseph ferry Crossing. It was located across the main channel between Ferry Landing on Bamford and Twynning Islands.

Munroe Island: This section was established in 1969 across the St. Joseph Channel, near the St. Joseph ferry Crossing. It extended 95 feet from Munroe Island to St. Joseph Island and ran under the bridge for Highway 548, five feet from the upstream edge of the bridge.

Fort Street Bridge: This section was established in 1975 and was located at the upstream edge of the Fort Street bridge over the Edison Sault power canal.

Upper Gate: This section was established in 1975 and was located approximately 1,100 feet upstream of the Compensating Works. This section began at a point on the south entrance pier of the Canadian ship canal and extended south to a point on the Northwest Pier.

Upper Headrace: This section was established in 1975, in the Canadian power canal, about 400 feet above the Great Lakes Power Company intakes.

Lower Headrace: This section was established in 1975, in the Canadian power canal, about 50 feet above the Great Lakes Power Company intakes, and below the Greenwood Mill intakes.

Groundwood Mill Tailrace: This section was established in 1975 and was located at the upstream side of the bridge across the Groundwood Mill (Abitibi Power and Paper Company) tailrace.

Rock Cut: This section was established in 1978 across the West Neebish Channel in an area known as the Rock Cut. It extended from the Michigan mainland to Neebish Island.

Field Point: This section was established in 1978 across the Middle Neebish Channel, downstream of the Middle Neebish Channel Section. It extended from Field Point on Neebish Island across to St. Joseph Island.

Little Rapids Island: This section was established in 1978 between the U.S. mainland and the south tip of the southern most island in the Little Rapids Channel.

Fishway Flow-metering: This section was established in 1987, downstream of the Compensating Works gate 1, on the Fishery Remedial Works Channel.

Lower Rapids: This section was established in 1989, at the foot of the St. Marys Rapids. The section extended between the U.S. Government plant north tailrace dike and the eastern tip of Whitefish Island.